Amendments to the Specification:

After the title, please insert the following subheading and paragraph:

CROSS-REFERENCE TO RELATED APPLICATIONS

[0001] This application is entitled to the benefit of and incorporates by reference essential subject matter disclosed in International Application No. PCT/SE2003/001031 filed on June 17, 2003 and Swedish Patent Application No. 0201933.9 filed on June 20, 2002.

Before paragraph **[0002]**, please insert the following subheading

FIELD OF THE INVENTION

Before paragraph **[0003]**, please insert the following subheading

BACKGROUND OF THE INVENTION

Before paragraph **[0007]**, please insert the following subheading

SUMMARY OF THE INVENTION

Please replace paragraph **[0007]** with the following amended paragraph:

~~For fulfillment of this object the present invention proposes~~

[0007] The present invention is directed in one aspect to the use of a centrifugal separator that includes a centrifugal rotor arranged for rotation by means of a driving motor and arranged by its rotation to suck crankcase gas from the crankcase to the centrifugal separator,

sensing of a parameter, the magnitude of which is related to the amount of crankcase gas generated per unit of time in the crankcase, and

changing ~~of~~ the rotational speed of the centrifugal rotor in response to a sensed change of said parameter in a way so that the gas pressure in the crankcase is maintained at a predetermined value, or within a predetermined pressure interval, during the operation of the combustion engine. The change of the rotational speed of the centrifugal rotor may be accomplished stepwise or continuously.

Please replace paragraph **[0008]** with the following amended paragraph:

[0008] By the invention it is possible to accomplish satisfactory cleaning of crankcase gas from the combustion engine even when the load thereon varies, while a desired gas pressure is maintained in the crankcase of the combustion engine. The invention is based on the understanding that a centrifugal separator that is used need not be operated with the same separation efficiency during the complete operating time of the combustion engine and that the cleaning efficiency and the suction efficiency of the centrifugal separator can be controlled by changing ~~of~~ the rotational speed of the centrifugal rotor. Thus, when a relatively small amount of crankcase gas is generated per unit of time, efficient cleaning of the crankcase gas may be accomplished at a substantially lower rotational speed of the centrifugal rotor than is needed when a relatively large amount of crankcase gas is generated per unit of time.

Please replace paragraph **[0010]** with the following amended paragraph:

[0010] Upon use of a combustion engine for propelling a vehicle a given relation often prevails between the speed, by which the vehicle is propelled, and the amount of crankcase gas being generated in the crankcase of the combustion engine. This need not always be the case, however, and it is usually not the case when a combustion engine is used for instance for production of electric current. Thus, ~~there is generated~~the more crankcase gas generated in the crankcase the more load there is put on the combustion engine, independent of whether the combustion engine crank shaft is driven at an increased or at a substantially unchanged rotational speed. In connection with production of electric current, i.e. when the combustion engine is arranged for rotation of an electrical generator, the combustion engine may be kept in operation substantially at an unchanged rotational speed upon varying production of electric current. In this case the electrical generator is adjustable during operation in order to be able to generate, at a constant rotational speed of the combustion engine, different amounts of electric current according to a varying need of such current.

Please delete paragraph **[0018]** and replace with the following subheadings and amended paragraphs **[0018-0022]**:

~~**[0018]** In the drawing figure 1 shows a sectional view of a centrifugal separator that may be mounted on a vehicle and is intended for cleaning of crankcase gas from particles suspended therein, which have a larger density than the gas. The centrifugal separator includes a housing 1 delimiting a chamber 2. The housing forms a gas inlet 3 to the chamber 2 for gas to be cleaned and a gas outlet 4 from the chamber 2 for clean gas. The housing further forms a particle outlet 5 from the chamber 2 for particles having been separated from the gas.~~

BRIEF DESCRIPTION OF THE DRAWINGS

[0018] Figure 1 shows a sectional view of a centrifugal separator that may be mounted on a vehicle and is intended for cleaning of crankcase gas from particles suspended therein, which have a larger density than the gas.

[0019] Figure 2 illustrates a separation disc forming part of the centrifuge of Figure 1.

[0020] Figure 3 schematically illustrates a vehicle incorporating the centrifugal separator of Figure 1.

[0021] Figure 4 schematically illustrates a plant for the production of electric equipment.

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS

[0022] The centrifugal separator includes a housing 1 delimiting a chamber 2. The housing forms a gas inlet 3 to the chamber 2 for gas to be cleaned and a gas outlet 4 from the chamber 2 for clean gas. The housing further forms a particle outlet 5 from the chamber 2 for particles having been separated from the gas.